M&T NEWS

ROTHERHAM TROLLEYBUS 37, preserved by the S. O. E. S.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M & T NEWS

March 1968 No.40

Sheffield Omnibus Enthusiasts Society
(including 'Northern Trolleybuses')

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SOCIETY NEWS: The Doncaster Tour on 3rd.March was a great success,and letters of thanks for their kind help have been sent to T.Severn & Sons.and Doncaster Corporation.The next tour will be to the Nottingham area on Sunday 19th.May,and full details of this will appear in next month's issue.

We are grateful to those who have sent in orders towards the '37 Fund',please continue to support us so that our trolleybus may look forward to a really bright future.

FROM THE TREASURER: Eight members have not sent in their subscriptions for 1968,and thus their newssheets have been cancelled.We are grateful to the vast majority for their continuing loyalty to the SOES.

SALES DEPT.NOTE: We should like to thank those members who have sent in tickets and stamps for the "37 Repaint Fund".You will remember that the stamps required are LARGE sized used British and Foreign, and we hope to see an increase in the flow of such stamps in the future -- every one helps!

Stamps and tickets should be sent to
E.WILSON (S),66,FRASER CRESCENT,SHEFFIELD S8 0JD.
Enquiries concerning the Sales Dept.should also be sent to this address.

EDITOR'S NOTE: The flow of news has again been enormous,and I would like to thank all members who have sent in news.

R.Banks

b)

ROTHERHAM 37: Three weeks ago 37 was returned to Sheffield, after her full professional repaint at Halifax Corporation's depot. A number of members are helping towards the restoration of the interior, which is progressing rapidly.

From the £160 required for 37's repaint, just £50 is still outstanding. We have three months in which to raise this, so please continue to help us along towards our target.

SHEFFIELD BLINDS: Just one pair (at 7/6d) and two bottom blinds (at 3/6d each) left. If you want one write to E.WILSON (address overleaf) - send no money - cash on delivery. Delivered free of charge to your door in the City.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT

a further 20 33ft Park Royal H79D bodied Atlanteans are on order for the 'A' fleet. These will be similar to those already on order, and the first deliveries of these should start by late Summer. When these are delivered 50 older vehicles will be withdrawn.

On Sunday 25th. February routes using Fitzwalter Road were diverted by way of Granville Road on inward journeys only. This affected routes 15, 19, 21, 25, 26, 62, 64, 99, East Midland rtes. 3 and 46. Services 23 and 32 still follow the old route.

3081, Leyland Leopard/E.C.W. is the first coach to be converted to one-man-operation, and is usually on rte. 48 (Manchester). One-man-buses are now using Plessey and not setright machines.

S.J.O.C. and North Western have applied to the Traffic Commissioners to cancel the Summer rte. 39, Manchester via the Snake. If this is granted Summer journeys will operate to Snake Inn only.

Recent repaints include : 519, 781, 980/5/90, 1369.

OBSERVATIONS

3154 on 28 10/2/68, 959 on 82, 141 on 81, 349 on 57 all 10/2/68, 941 on 88 12/2/68, 965 on 81 13/2/68, 174 on 81, 704 on 3 both 14/2/68, 389/90 on 97, 270 on 150 all

15/2/68,848 on 81,851 on 51,3074 on 45,1295 on 81, 1373 on 82 all 17/2/68,1004 on 1,171 on 54,460 on 52 all 19/2/68,1371 on81 20/2/68,966 on 88,728 on 20,1002 on 1 all 21/2/68,ALSO ON 21/2/68:525 on 1,351 on 16, 703 on 67,713 on 66,520 on 178,1336 on 190; 1292 on 2 22/2/68,270 on 87,2179 on 60 both 24/2/68,519 on 35 26/2/68,724/5 on 42/53,1296 on 51 27/2/68,272 on 150, 1746 on 95,1014 on 75 28/2/68,269 on 150,759 on 2,151 on 81,148/55 on 95 all 29/2/68,1292 on 2,1285 on 150 both 1/3/68,350 on 80 2/3/68,267 on 67 4/3/68,1004 on 73 5/3/68,3074 on 24,2180 on 27 both 6/3/68,268 on 150/1 7/3/68,268 on 65 11/3/68,164 on 27 12/3/68,986 on 87 23/3/68,728 on 95,914 on 51 both 25/3/68.

WITHDRAWLS:
1/68 : 669/76/8/81/6/8/9/93-7,702-6,2191,3154/5.Some of these are back in service e.g.3154 was on 28 on 23/3/68
E.Wilson P.Lockwood D.Tummon P.Ireland R.Banks.

SHEFFIELD UNITED TOURS From the official fleet list the chassis numbers of 392-5 are 6U3ZR6943/5-7 and not as stated last month.One or two seating changes have taken place - those concerned are 318 now C41F ex C36F, 321-3 C41F ex C40F.
Reliances 291-6 have been transfeared to Greenslades, Exeter R.Banks P.Beardsley

CHESTERFIELD Further Panthers are 88-90 SRB 88-90F and have chassis numbers 701506-8

EAST YORKSHIRE 845-8 have chassis numbers 700786/7/ 1379/80. Further vehicles are 849/50 MRH 849/50F, Leyland Panther PSUR1/2R 703050/1 Plaxton C44F
CORRECTION: 845-8 have registrations MRH 845-8F

EAST MIDLAND Seen inside the Chesterfield depot were Atlanteans D190/4,PNN 190/4F.These have Alexander H73F bodies. Atlantean chassis 702830/3486/7/12 have been delivered to Alexanders.It is possible that two of these are those above.
P.Beardsley R.Banks.

YORKSHIRE TRACTION New are:

17/8	NHE 17/8F	Leyland PSU3/4r Plaxton	700395/4 C49F
222-4	NHE 222-4F	Leyland PSU3/4R Alexander	703953/85/7 C49F

d)

YORKSHIRE WOOLLEN the 6 Alexander bodied Reliances will be 406-11 EHD 521-6F. Six Beadle-Commers sold in January will be replaced by 6 Harrington-bodied Reliances from Maidstone & District.

HALIFAX The ex STD Monocoaches (TWJ 505/6) are still in service and have received a set of new seats, power operated doors, and fitted for O.M.O

Details of the 1968/9 deliveries are to hand and are:

1968	'A' fleet			
95/6	Daimler CRG6	62801/2	N.C.M.E.	H74F
109/10	Daimler SRG6	62805/6	Pennine	B45F
	'B' fleet			
262-4	AEC Reliance		Willowbrook	DP41F
290/1	Daimler CRG6	62803/4	N.C.M.E.	H74F
1969	'A' fleet			
94	Daimler CRG6	62935	N.C.M.E.	H74F
111-4	Daimler SRG6	62931-4	Willowbrook	B45F
	'B' fleet			
292	Daimler CRG6	62936	N.C.M.E.	H74F
271-3	AEC Reliance		Plaxton	DP43F
274/5	AEC Reliance		Plaxton	C43F

P.D.Fox R.Banks.

HEBBLE New are:

78	HJX 146F	AEC Reliance	6U3ZR6991
		Plaxton	C47F
21	HJX 147F	AEC Reliance	6MU3R6992
		Plaxton	C47F

LEEDS New are:

76-85	MUG 476-85F	AEC Swift	?
		Roe	B48D

As usual a Roe bodied exhibit will be at Earls Court this year. This time it is based on a Daimler Fleetline chassis. Special features include power steering, automatic transmission, drivers periscope for upper deck, seat meter for upper deck, air conditioning and public address. The seating will be H78D. D.Tummon J.R.Bater R.Banks

MANCHESTER The first dual-entrance double-decker arrived in Manchester and is based on a Leyland Atlantean chassis with Park Royal H73D body. It was on public display in Piccadilly on February 24th. It

is numbered 1001,KVM 901F and has chassis number 70199T.1002-24 are expected soon.Route renumberings resulted in chaos in January.A list is:

40 Sale Moor-Piccadilly (ex.50)
41 Brooklands-Royal Exchange (ex.50)
44 Ringway-Royal Exchange (ex.64)
45 Gatley -Royal Exchange (ex.151)
46 Styal -Royal Exchange (ex.63)
48 Copron Street-Withinton-Piccadilly (ex.97)
49 Southern Cemetery-Albert Square (ex.41)
50 East Didsbury-Albert Square (ex.40)
109 Baguley-Piccadilly (ex.44)
213 Droylsden-Stevenson Square (ex.46 and operated by A.Mayne and Son)
63 Altrincham-Piccadilly (ex.47)
64 Altrincham-Royal Exchange (ex.48)
97 Stockport-Piccadilly (ex.49)
19 Reddish-Victoria Station (ex.109)

Many limited stop services were merged with off peak normal services.

R.Banks D.Tummon J.R.Bater

NORTH WESTERN New are:

255-9 KJA 255-9F Leyland PSU4/4R 703239/40/54-6 Duple C41F
260-9 KJA 260-9F Leyland PSU3/4R 702895/6/934-6/3343-7 Alexander C49F
270-84 KJA 270-84F Bristol RESL6GLX 1/177/92-4/7-9/203-6/15/6/30/1 Marshall B45F

907-16 have been modified from C49F to DP49F and have been repainted red and cream.832-51 have been converted for OMO and renumbered 832A-51A

Of the new vehicles the following allocations are known: 270-Matlock,274-6-Manchester,277-Stockport, 283/4-Macclesfield.

A current fleet list will appear next month.

LATE NEWS

S.T.D. DISPOSALS: /Barnsley
2/3,670/5/83/4/90,734,2168/71-3/5 Hartwood Finance, 687/92 Mellors Coaches,Goxhill 674/7 Pickersgill & 700 Goodwin & Smith,Barnsley Laverick,Cudworth
691/8/9 Ackroyd & Abbott,Sheffield 679 Sheffield
680/2/5 R & A Askin,Barnsley Blind School.

f)

INDEPENDENTS SECTION

GILL,Sheffield		TWJ 709F	Bedford VAM14
7838376	Duple	C45F	New 2/68
		TWJ 710F	Bedford VAM14
7837507	Duple	C45F	New 2/68
LEON,Finningley 73		WJO 944	AEC Regent V
MD3RV026	Weymann	H56RD	Ex.C.of Oxford 944 2/68
LITTLEWOOD,Rotherham		UWA 130F	Ford Transit
BCO5HB55572	Deansgate -12-		New 2/68
MARTIN,Sheffield		TWJ 75F	Bedford VAM70
7858837	Plaxton	C45F	New 2/68
		1543 WA	Bedford SB1
?	Plaxton	C41F	To T.Powell,Rotherham 2/68
PHILLIPSON,Goldthorpe		8338 U	Leyland PSUC1/2
584566	Burlingham	C41F	Ex.Wallace Arnold,2/68
		8340 U	Leyland PSUC1/2
584568	Burlingham	C41F	Ex.Wallace Arnold 2/68
RILEY,Rotherham		KET 30F	Bedford VAM14
7815248	Plaxton	C45F	New 2/68
WHITEHEAD,Conisborough		KWF 3E	Bedford VAM14
6853869	Duple	C45F	Ex.Abbey,Selby 2/68
SANSAM,Sheffield		941 BWE	Bedford SB5
89460	Plaxton	C41F	Sold 2/68
		942 BWE	Bedford SB5
89591	Plaxton	C41F	Sold 2/68.

Further to Law Bros. fleet list,7601 WE went to Baraix,Oldham. 3/63

J.J.LONGSTAFF & SON-corrected fleet list 2/68

(Built)		PDV 730	AEC Regent III
1954	Weymann	H58RD	Ex.Devon General 8/66
		XUP 507	Albion Aberdonian MR11
1957	Plaxton	B45F	Ex.Armstrong,Ebchester 1/67
		541 GWX	Bedford SB5
1964	Plaxton	C41F	New
		EWY 924C	Bedford VAS1
1965	Duple	C29F	New
		JWU 505D	Bedford VAM5
1966	Plaxton	C45F	New
		PWR 509E	Bedford VAM5
1967	Plaxton	C45F	New
		LSN 286	Daimler CSG6/30 /11/67
1960	N.C.M.E.	H73F	ex.Cunnignham,Paisley 42

B.D.Nicholson.

BUS SERVICES IN STAFFORDSHIRE

1.STAFFORD

By D.Tummon.

In starting this series,it is appropriate to start with Stafford.This,the county town,is virtually equi-distant from the Black Country and Potteries,and therefore lies on the boundary of the operating areas of the giant Midland Red and Potteries (PMT).Most town services,however,are operated by Midland Red,recently with extensions into the post-war estates.The town services are as follows:

S77 Station-Weeping Cross-Milford
S78 " - Cannock Rd.Brocton
S79 " - Weeping X - Milford - Brocton
S80 " - Weeping X - Walton Village
S81 Trinity Fields - Mkt.Place - Burwich(Widecombe Av.)
S82 Trinity Fields - Mkt.Place - Burwich(Shipton Rd.)
S83 Station - Common Station
S84 " - Doxey
S85 " - Sandon Rd. - Lotus Works
S86 E.E.C.Works - Riverway - Beaconside
S87 Town Centre - Sandon Rd.Estate
S88 " - Castlechurch
S89 " - Kingston Hill
S90 " - Highfields Estate
S91 Domans Works - Rising Brook
S92 E.E.C.Works - Lichfield Rd.- Littleworth
S93 Coton Fields - Mkt.Place - Rickerscote
S94 Beaconside - Mkt.Place - Rickerscote
S95 Town Centre - Silkmore Lane
S96 Town Centre - Rising Brook - Mors Pit
S97 " - Manor Estate
S98 " - Hyde Lea - Coppenhall.

Originally rtes.S81/2 were operated to Widecombe Av. only,but S82 was extended to Shipton Rd.to provide for the vast extensions to this estate about 1965.Also three routes terminated at Pitcher Bank,and a Potteries local service ran from here to Trinity Fields.The two services have now been amalgamated and are run jointly by PMT & BMMO.All routes can be operated by double-or single-deckers.Those services running to the massive English Electric Works and Doman Works only do so at peak hours. All services starting in town start from the Station,and

all town services pass corner 'A'.Lay-overs in town are often taken at Pitcher Bank.The routes from the town are as follows;all from the Station:

195 -Wolverhampton
196 - Wolverhmtn-Birmingham
823 -Colwich-Rugeley-Lichfield
824 -Colwich-Rugeley-Upper Longden
825 -Rugeley-Lichfield
826 -Rugeley
871 -Doxey-Newport
872 -Castlechurch-Newport
873 -Acton Trussell.
827 - Rugeley - Brenton
830 - Rugeley-Hednesford
832 Pye Green-Green Heath Road-Hednesford
833 Pye Green-Jubilee4am-Hednesford
836 -Huntingdon-Cannock
852 -Hopton Turn
874 -Covedale-Penkridge
875 -Dunston-Penkridge

Service 865 is joint with Walsall Corporation. All these services operate from Stafford Station,and,in the cases of those routes to Birmingham,Lichfield and Dudley,journeys are worked by buses from those garages alternately.

Buses garaged in Stafford are mainly S14,S15,S16, D7,D9,DD12 classes.There are also the two D10's,a C5A (converted motorway coach for dual-purppse work) and a coach.The full allocation is of 45 buses including 38 double-deckers,6 single-deckers and 1 coach.Notable, besides the D10's are two LD8's and the prototype S16 (5095).Previously Stafford has garaged S6,S8,S9,S10,S12, S13,C1,C3,D5(3),D5,AD2 and FEDD classes.There have never been any DD11's,about the only class never garaged here.Nevertheless,these may be seen working in on rte. 196 from Birmingham.There seems to be no hard and fast rule about allocation of buses to certain routes,and I have seen a D10 and a C5A on the route 823 on the same day.A further class never seen in Stafford is LS18. Most of these are allocated south of Birmingham,although I believe Lichfield has a pair,which makes it possible for them to run into Stafford.

Running jointly with BMMO on the S65 route to Dudley via Walsall is Walsall Corporation.Walsall is one of the few Corporations(like Sheffield) to operate a "country" network of services on its own.The buses are painted in an unmistakeable light blue with yellow beading and large yellow fleet numbers.As most buses

only had two-track route number blinds, the route to Stafford is numbered 65, and this persists despite the fact that 60% of the fleet now has 3-track blinds. As most will know Walsall has a bewildering variety of buses. Regular performers to Stafford are Roe Full-Fronted PD2/12's, including those rebuilt with forward entrances, Willowbrook bodied Regent V's, Daimler CVG6's and short Fleetlines. Until the Fleetlines came, the service also had Park Royal bodied Guys and Leyland PD2/1's with full-fronts. These, and the last half-cab Guys, are regularly employed on trainer duties as far as Stafford, an unusually long distance for trainer buses. An unusual feature to a city dweller, is the fact that short journeys can be made on long-distance routes within the town area.

The second town operator in Stafford is Potteries Motor Traction of Stoke. The small garage can only accomodate six vehicles, although the allocation is of seven, made up, usually of three deckers and four saloons. These are usually Weymann-bodied Atlanteans and Alexander bodied 30' Reliances. Buses operated into Stafford are usually 1962/3 Weymann and Northern Counties bodied Atlanteans, various 30' Reliances, Roadliners and Fleetlines with Alexander bodies. Services used to terminate at Pitcher Bank, but congestion and the drive for coordination caused a bus station to be built at the Railway Station, and all PMT services (except S81/2 and certain journeys extended to English Electric in the evening peak) now terminate here. Services operated are:

10 Stafford - Hanley via Stone and Stoke
S81/2 Trinity Fields - Stafford - Burwich
51 Stafford - Eccleshall - Newcastle u.Lyme - Hanley
213 Stafford - Eccleshall
214 Seighford - Stafford - Stone
216 Stafford - Milwich - Hilderstone - Fradswell
217 Stafford - Sandon - Stone
218 Stafford - Sandon - Fradswell
219 Stafford - Stone - Drointon
206 Stafford - Yarnfield - Stone.

Another BET fleet to run into Stafford is Ribble/Scout/Standerwick who run through on express Lancashire-Birmingham - London services. As far as I am aware, the

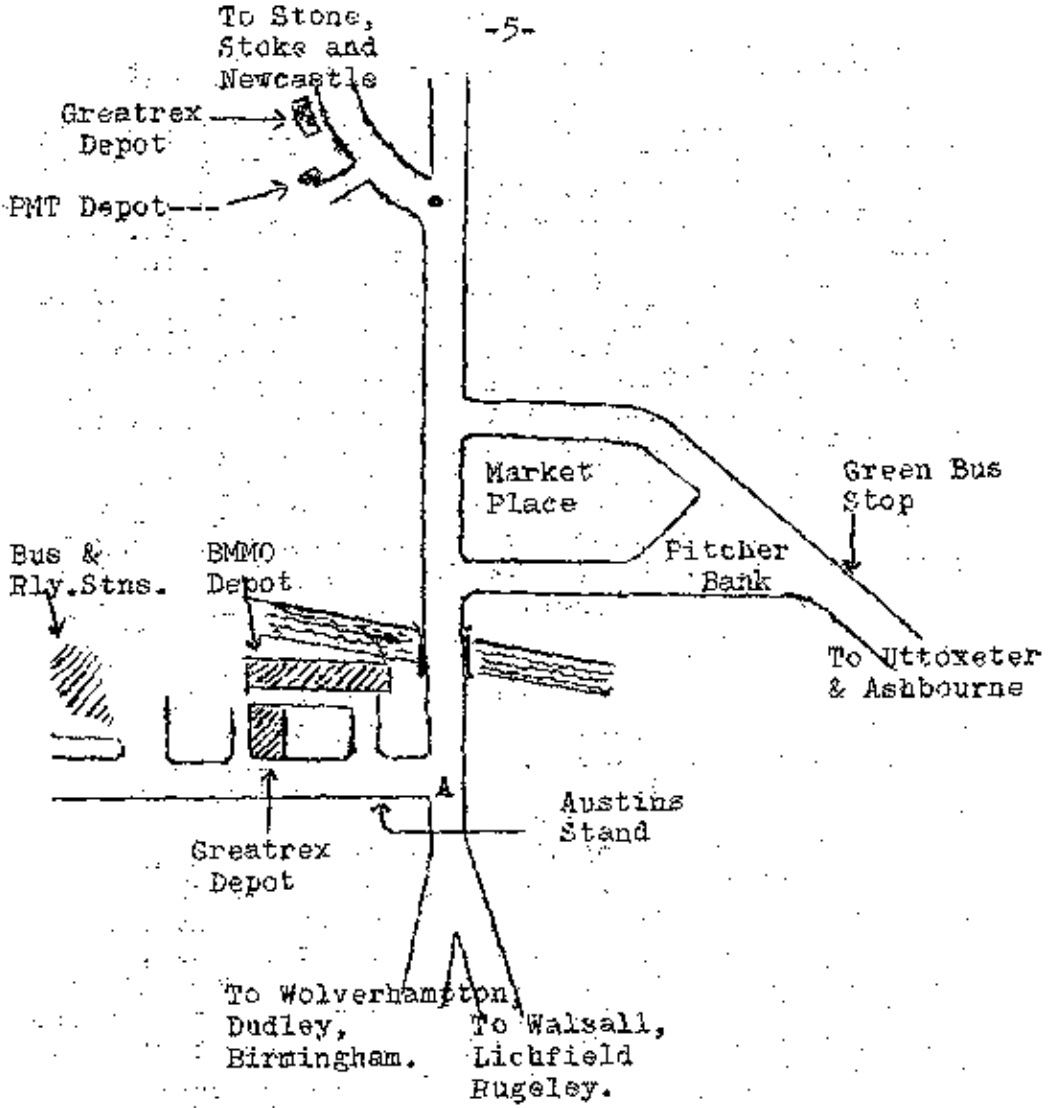
picking-up point is Pitcher Bank. Buses and coaches used are usually "Gay Hostess" Atlanteans, and Plaxton or Duple-bodied Leopards. An interesting feature is one timing may consist of up to ten buses spread over 15 minutes or so. Other express services running through are North Western using Alexander-bodied Reliances and Yelloway, who use Plaxton and Harrington bodied Leopards and Reliances.

An important feature in Stafford is that of independent operators. The first of these is Green Bus, who run from Stafford to Uttoxeter hourly from Pitcher Bank. Until a few years ago, Green Bus used a more pleasant combination of greens, but now use rather drab colours. Double-deckers were once always used, but now are only occassionally seen ; usually a Northern Counties bodied Daimler from PMT or an Alexander bodied Daimler from Western SMT. The usual performers, however, are ex-Southampton Guy single-deckers, although ex-Yorkshire Traction and East Midland Royal tigers are occassionally used. An unusual stage-carriage vehicle often seen on this route is a Burlingham Seagull Guy Arab LUF which has a door opened by the driver on the 'grab 'N' pull' principle. All single-deckers are one-man-operated

A second independent is Greatrex Tours. This company operates from two garages in Stafford, one near the BMMO grage, and runs mainly tours. It does, however, operate a service from Great Haywood to Stafford, Pitcher Bank, taken over from Nicholls of Milford. The service is usually run by the Bedford SB1 with dual-purpose Plaxton body (ex. Nicholls) or one of the older Commer/Thames/ Bedford coaches with Duple bodies. Some Bedford OB's are owned, but are only used on works services.

The third independent operator is the well-known G.H. Austin. This firm has a garage at Woodseaves, some distance from Stafford. Services run from the Odeon and Pitcher Bank to various small places, mainly west of Stafford. Services are extended to and from English Electric in the evening peak. Vehicles used are Duple-bodied Bedfords, Yeates bodied Bedfords, ex-Ribble White Ladies, an ECW bodied PD1 and an ex. East Midland PD2.

From the above account it can be seen that Stafford is more interesting as regards buses than would at first appear.



BUS SERVICES IN STAFFORD

(D.Tummon)

THE END OF TOWNHEAD GARAGE - 16th.MARCH 1968

Plans were first made to close Townhead Garage about a year ago.However it is only in the last few months that arrangements have gone ahead in earnest.The first half of the closure took place on January 14th.1968 when services 81,82 were moved to Herries Garage along with the 1964 batch of Neepsend bodied Atlanteans + 340;and routes 13,14,50,54,88,154 passed to Leadmill with the later Neepsend Atlanteans (except 180 & 181)

On Saturday 16th.March,the final day of operation from Townhead all crews were given instructions on completion of duty to run their buses into the appropriate garages.Throughout the morning other Townhead buses had been ferried across City,mainly to East Bank and Greenland,so that,by 2.30 p.m. only 22 remained viz: 7.10,90,181,272,446,849,851,1000,1017 1284,1292/3/6/7,3070,3073,3081,3156 and 3162 + towing vehicle G56 on the upper floor and 1012 and 1013 on the Tenter Street floor.One by one these left garage over the next hour either on service (7 to Huddersfield, 1017 to Manchester,1284 to Wombwell) or to respective garages.There was some difficulty in starting 90 through flat batteries,and East Bank were warned to put her on charge as soon as she arrived.

Meanwhile members of the S.T.D.Camera Club had arrived,including Mr.R.Moore,to photograph the occassion.This included the staging of a driver and conductress signing on duty,checking their bus,and driving it from the depot.851 was chosen for this on the upper floor and was subsequently taken to Herries, while a record of 1012 leaving Tenter Street was made, the bus being returned to the shed for a short while.

By the time the photography was over the depot was almost empty,and by 5.00 p.m. only 3070,3073,3081 and 3162 were left on the upper floor,with 1012 and 1013 still below.The latter two were now moved above and the large doorway to Tenter Street closed.

Around 5.30 p.m. the Sims Street doorway used by buses leaving the depot was closed and locked,and the Garage Regulator remarked that in his 13 years service at that depot this was the first time he had known

that door closed.3162 left for Greenland,and was the last double-decker out of Townhead,and 3081,the most recent convert to one-man-operation,left at 5.50 for a Manchester run.Only 1012,1013 and 3070 remained by 6.00 the latter being due to leave at 8.43 p.m. as it was to be the bus that is kept at Retford overnight.Later in the evening a coach returned to Townhead to operate a late bus to Dungworth,usually run by a double-deck. The last bus to leave Townhead was 1012,at 10.40 p.m. on an employees staff bus,ending 50 years of bus operation from this depot.

The division of routes between the remaining 4 garages is now as follows:

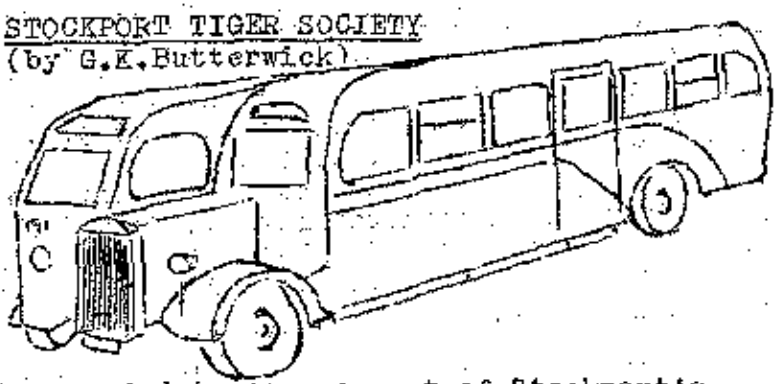
HEWRIES.	(A Services)	Cross-City	: 1,81/82,97/98
		Others	: 2/3,10,49,89
		Peak Hour	: 5,120,194
	(Joint A & B)	Cross-City	: 42/53 (part)
	(B Services)		7,16/18,57,164,73/79/80/91/96, 257/357.
EAST BANK	(A Services)	Cross-City	: 20/33/75,24,34/35/38, 61/63
* - O.M.O.		Others	: 8/9,31,92,150/1
		Peak Hour	: 114/5/9,174/274,178* 190*195/295
	(Joint A & B)	Cross-City	: 42/53 (part)
		Others	: 28,43
	(B Services)		6/19,15,21,26/62/64,40,44*,45,47, 72,107,116,117
	(C Services)		37,39,48*,65/66/67,68*,70,84
GREENLAND	(A Services)	Cross-City	: 17,51,52,71
		Others	: 23,32,69,46/56/93
		Peak Hour	: 60 Extras,109/369/469, 152/252,111/2/3,118,121
	(B Services)		11,25,41,87,99
		Workers	: 26/62 Extras,58,106/ 215/221/223
	(C Services)		77,85
LEADMILL	(A Services)	Cross-City	: 4,88,95
		Others	: 13/14,30/105,54,60
		Peak Hour	: 103/4,154
	(B Services)		12/512,22/36/59/86,27,50,83

Not allocated to any particular garage :
2 Extras,29,153.School specials etc.

STOCKPORT TIGER SOCIETY

(by G.K.Butterwick)

Tiger No. 191



Your help is needed to save a part of Stockport's Transport heritage from the breaker's torch.

Stockport Corporation bus no.191,which you may know better as Welfare Department "Endeavor 2" is due to be retired shortly.

This bus,one of a type unique to Stockport,has now given 32 years faithful service to the people of Stockport,since it was new in 1936,and is the sole surviving link with Stockport's pre-war transport scene.

A Society has been formed to try to acquire the bus for preservation in or near Stockport.A sum in the region of £100 will be needed to cover the costs of purchase,accomodation and restoration to its original scarlet,chocolate and white livery.

If you would like to join the Society,or help in any other way,please write to:-

The Secretary,
Stockport Tiger Society,
8,Edwards Way,
Marple,
Stockport,

Or 'phone 427 4929

PRESERVED BRITISH TROLLEYBUSES

ROTHERHAM 37
Final Part.

At last 37 was safe in Sheffield, and throughout the Summer of 1966 and winter of 1966/7 the interior was slowly repainted, especially on the upper deck. Her companions at the rear of East Bank continually changed at one time when the yard was full of withdrawn buses PD2 549 was parked alongside and a number of others at the front, and 37 could hardly be seen from the road. At other times she was almost alone and clearly visible. In order that the rear wheels should not lock again the handbrake was kept off, and overnight 37 ran back slightly so that her bamboo-pole trough dug into the pavement around the edge of the yard, fortunately without much damage.

In May 1967 there came a setback when we discovered vandals had been on the bus in our absence, and thrown cream paint all over the lower deck seats, windows and floor. The windows were easily cleaned and the floor repainted, but despite efforts by ourselves and Halifax Corporation during her repaint to clean the seats, some still bear traces of paint. Fortunately nothing was broken, and this was the only incident during her whole stay at East Bank.

On fine weekends during the Summer of 1967 work began on the exterior mostly on applying just a protective coat of paint. All the blue below the upper deck, and much of the cream was done, although the latter proved very difficult to apply; about five attempts being made on the front panels without real success. She now gained the companion of a pre-war gritting and towing wagon (ex-STD double-decker 468) which remained alongside 37 for many months before being taken for scrap.

However as far as Rotherham Corporation were concerned 37 was still owned by the Nottingham Trolleybus Group, and, as we had carried out considerable work on her, we began attempts to secure ownership. R.C.T. informed us that they would grant this if they received letters of consent from the two ex-leaders of this Group, and

after tracing one of these to Israel, both agreed and contacted Rotherham Corporation, so that, by November 1967 37 was, at last, under the ownership of the S.O.E.S.

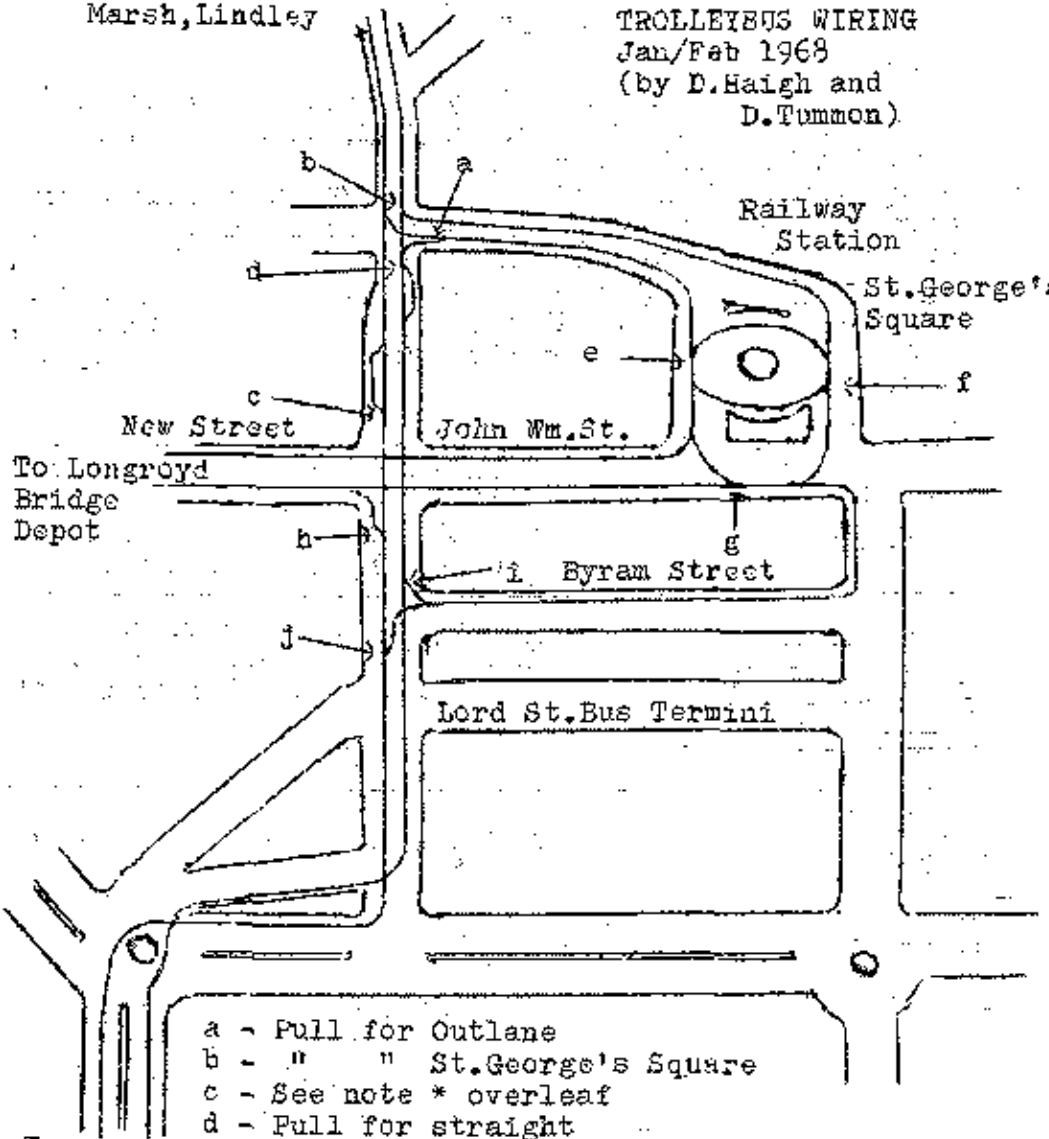
From announcing this in our newsheet a number of members offered to help in preservation which progressed much more rapidly. The upper deck interior was completed, except for the floor, and, on fine days, work continued on the exterior. However it became obvious that as no-one in our Society was an experienced coach painter the exterior would have to be repainted professionally. This repaint, which has just been carried out by Halifax Corporation is a story in itself, and details will follow shortly.

Today 37 is back in Sheffield at a new home, and increasing efforts are being made by many of our members to restore the interior, especially the lower deck, to immaculate condition. We hope to run 37 very shortly - the main difficulty being that the tyres are extremely thin and will have to be replaced under the new tyre laws. Thus since her withdrawl 37 has had an eventful life, but has never appeared so magnificent as she does at present.

We are very grateful to all who have helped in the preservation of 37, especially Mr. C.T. Humpidge, General Manager of Sheffield Transport, for allowing us to keep her at East Bank Garage when a home was very difficult to find.

PLEASE HELP TO GET 37 ON THE ROAD AGAIN IN A LOCAL TROLLEYBUS TOWN - SELL £1 OF RAFFLE TICKETS FOR FREE MOUNTED PHOTOGRAPH, OR CONSULT OUR SALES LIST FOR TICKETS, PHOTOS, FLEET LISTS etc. AT SUPERB VALUE

HUDDERSFIELD CENTRE TROLLEYBUS WIRING Jan/Feb 1968 (by D.Haigh and D.Tummon)



a - Pull for Outlane
b - " " St.George's Square
c - See note * overleaf
d - Pull for straight
e - " " straight
f - " " circle
g - " " St.George's Square
h - " " New Street
i - " " Byram Street
j - " " Byram Street

NOTES ON HUDDERSFIELD WIRING AND TERMINI

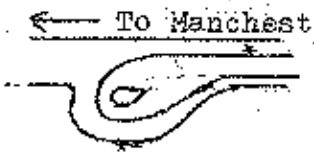
(D.Haigh)

TOWN CENTRE

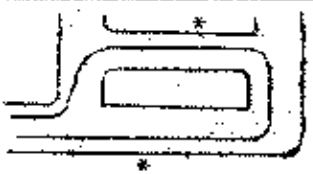
*c - Loop used by discontinued route to West Vale. Frog is now disconnected, but can be used by transferring trolleys across.

Byram Street Rmains of Almondbury/Fixby wiring - now connected to remains of Bradley routes forming a loop to enable trolleys from Waterloo to turn back in town.

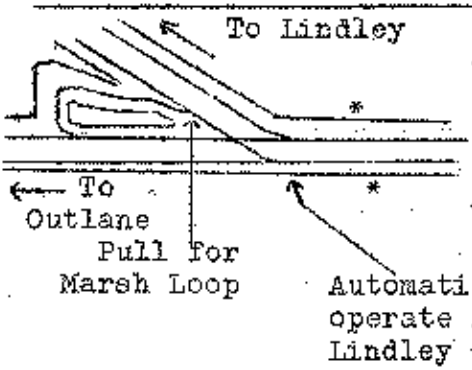
St.George's Square Can be traversed all the way round by either large or small oval. Not on remaining routes, but trolleys can be seen here at peak hour waiting to go on service.



OUTLANE Pleasant terminus of rte.73 overlooking the moors. Trolleys pull into a lay-by to unload passengers, then swing over the road to pick up.

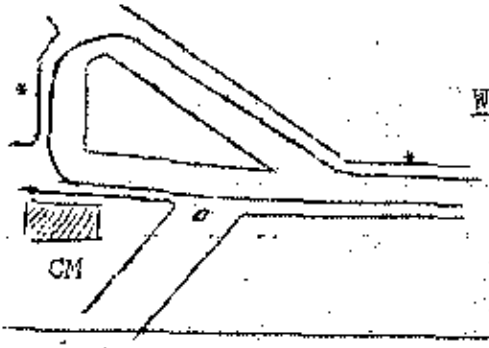


LINDLEY Rte.71 terminus. The wiring meanders through back streets until reaching the terminus.

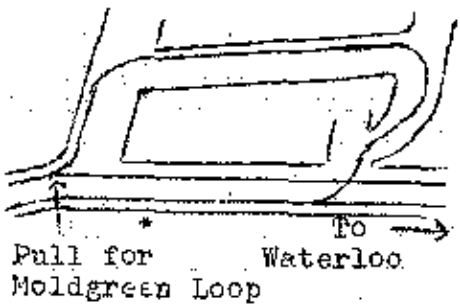


MARSH LOOP (rte.72). Not used today. Again traverses narrow back streets to rejoin down wire from outlane.

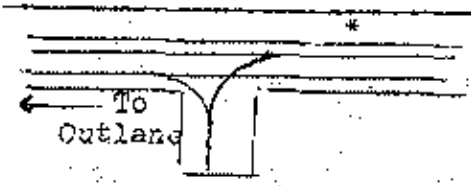
BAY HORSE JUNCTION Junction of 73/4 and 71 wires, there is an automatic frog on the up wire.



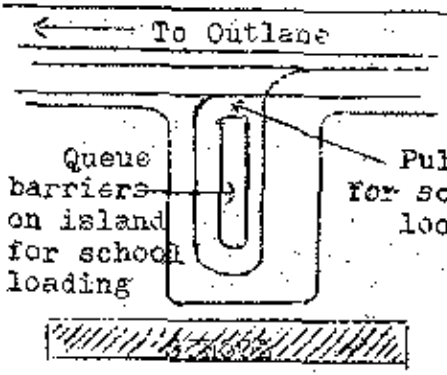
WATERLOO Loop turns right uphill at County Motors Depot (CM) off the Huddersfield-Sheffield Rd. rejoining this nearer town.



MOLDGREEN (map somewhat inaccurate). Largest loop on system (about ¾ mile). Not used by service trolleys after introduction of 72(Dalton, Black Horse) Motorbus route, except for specials and in emergency.



SALENDINE NOOK REVERSER (rte. 74). Used regularly by morning and evening peak hour trolleys. One of only 2 reversing termini in country.



SALENDINE NOOK SCHOOLS. Once very busy at school times, little used today.

Key - * = Bus Stop(not all included on Moldgreen map)

LAST TROLLEY TO DOWNING STREET
(by P.J.Thompson)

Downing Street,Manchester...hardly Whitehall but at least you could see a few trolleybuses each rush hour using this remnant of the 210 (Hyde) route to go to and from depot.Or you could,until the particular Saturday (29th May 1965) that your scribe decided to do a little photography along there to bring his collection up to date.

It was at this time that work was beginning for Manchester traffic show-piece,the Mancunian Way,which now crosses Downing Street at a point just south of the bridge carrying the Manchester-Altrincham electric railway.A good scene for photography,it was thought,and so began a wait for the two journeys which went this way to Piccadilly to start duties on route 218 (215/216 service trolleys went via Chancellor Lane and Pin Mill Brow - the old 213 route).

The minutes passed with no result...until a BUT appeared in the distance and stopped unaccountably at the junction of Rusholme Road and Ardwick Green South ...a breakdown? So,off to investigate,until it was noticed that the overhead had been"unhooked" from alternate hangers,and wired over with span to stop trolleyheads passing along it!

Meanwhile workmen were busy erecting a crane gantry in the middle of Downing Street,and still the trolley was stopped there,to be joined by another at that very moment! Closer inspection revealed that the feeder there had been disconnected and that both buses had strayed onto the "dead" side.Obviously a case of bad communications between Traffic Section,Overhead and Electrical Department.A few minutes later Thames lorry A74 arrived and towed 1329 the rest of the way while 1328 followed on batteries,so slowly that a long line of traffic built up behind,especially when 1328 appeared to "die" at the foot of the slope up from the River Medlock.Then everything stopped - the workmen included - until A74 returned with the chain.

Thenceforth,and until MCT stopped operating trolleys on Ashton Old Road journeys from depot to Picaddilly ran via the old 213 and used the entire length of

Newton Street.

THE EDITOR HAS ON LOAN A BOOK ENTITLED "MANCHESTER TROLLEYBUSES" AND ANY MEMBER WISHING TO BORROW THIS BOOK MAY DO SO.A 1/= S.A.E.(APPROX 10" X 8") MUST BE INCLUDED.REQUESTS WILL BE DEALT WITH IN STRICT ROTATION.IF ANY MEMBER WISHES TO PURCHASE A COPY THE EDITOR WILL TAKE HIS ORDER - THE COST IS 10/= AND 2-3 WEEKS SHOULD BE ALLOWED FOR DELIVERY.

P.Banks.

TROLLEYBUS NEWS

READING Trolley route 15 (Stations - Northumberland Avenue) finally ceased operation on 1/1/68.
Trolleys withdrawn are 118/39/40/6/56/71/80.
FOR COMPLETE LIST OF READING TROLLEYBUSES GET THE SOES PUBLICATION ON READING TROLLEYBUSES OUT SOON!!!

P.D.Fox.

CARDIFF Trolleys withdrawn are 250/54/65.These were officially withdrawn on 31/1/68 but had been out of service since 31/12/67,16/12/67 and 22/11/67 resp. Trolley 271 has also been withdrawn and was used as a training bus until 17/2/68 after being withdrawn from passenger service on 5/2/68.
Trolleybus service 8 (Royal Oak-Victoria Park) was withdrawn on 17/2/68 and services 1 (St.Mary Street - Gabalfa) and 3 (St.Mary Street - Roath Park) will follow in April.

New Sheffield - Halifax services commencing on 1st.April 1968. - allocation of operators to journeys:-

			DEPARTING SHEFFIELD		
NSSu	0520	68	Penistone only		Sheffield J.O.C.
NSu	0620	68	Penistone only		Sheffield J.O.C.
Sat	0705	68	Halifax		Yorkshire Traction
NSSu	0750	68	Huddersfield		Sheffield J.O.C.
Sat	0805	68	Halifax		Sheffield J.O.C.
NSu	0945	X68	Halifax		Yorkshire Traction
NSu	1005	68	Halifax	Sat	Yorkshire Traction
				M-F	Halifax J.O.C.
	1145	X68	Halifax		Sheffield J.O.C.
	1205	68	Halifax	SSu	Sheffield J.O.C.
				M-F	Huddersfield J.O.C.
	1345	X68	Halifax		Yorkshire Traction
	1405	68	Halifax	SSu	Yorkshire Traction
				M-F	Halifax J.O.C.
	1545	X68	Halifax		Sheffield J.O.C.
	1605	68	Halifax	SSu	Sheffield J.O.C.
				M-F	Huddersfield J.O.C.
	1745	X68	Halifax		Yorkshire Traction
	1805	68	Halifax	SSu	Yorkshire Traction
				M-F	Halifax J.O.C.
SSu	1945	X68	Halifax		Sheffield J.O.C.
	1945	68	Huddersfield		Sheffield J.O.C.
SSu	2205	X68	Huddersfield		Yorkshire Traction
	2145	68	Huddersfield		Yorkshire Traction.

KEY:- NSSu & M-F = Monday to Friday only
Sat = Saturday only
NSu = Not Sunday
SSu = Saturday and Sunday only

On Mondays to Fridays each of the 4 operators runs one bus on the service.

On Saturdays and Sundays only Sheffield J.O.C. and Yorkshire Traction operate, each running two buses.

On Easter Monday and Tuesday the weekend service is being run and Halifax and Huddersfield will not operate.

All journeys will be one-man-operated except S.J.O.C's 1945 rto.68 to Huddersfield only, which will be two-man for a temporary period.

This has certainly been a bumper edition of our magazine,and we are sure you will find it value for money at our subscription of only 10/= per year.In order that we can keep our subscription at this level please show this magazine to any of your friends,or anyone who is interested and encourage them to join us - we are always pleased to welcome new members.

Keep up the flow of articles and news,

Yours sincerely,

D.E.Vickers — Secretary
M.Q.Craig — Treasurer
R.Banks — Editor

E.Wilson
P.D.Fox
Sales Department Officers.

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INSIDE THIS 24-Page issue:-

Buses in Stafford
Huddersfield Trolleybus Maps
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Last Trolley to Downing Street
Stockport Tiger Society
37 Story part 4
etc. etc.

THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY
(including N—O R T H E R N TROLLEYBUSES—N)